

## CAR'S PREMIER ON GREAT ABRIGATION

Declares Every Nation Has a Right to Define Classes of Undesirables.

### ANSWERS 5 QUESTIONS

Russia's Official Opinion Is Frankly Expressed by Mons. Vladimir Kokovtsoff.

Russia's official opinion of the recent abrogation by President Taft of the treaty of 1832 is defined by the Russian Premier, Vladimir Kokovtsoff, in a series of answers in this week's Collier's to five submitted questions. The editor of Collier's says that an authoritative statement of Russia's attitude was sought and obtained through negotiations with the Russian court by a one time American diplomat.

To the first question whether Russia had not afforded the United States ground for abrogating the treaty by excluding United States citizens, especially of Jewish faith, Mons. Kokovtsoff entered a denial. "The treaty of 1832," he said, "was made exclusively for commercial purposes, and a clause in the very first article stipulated that American citizens arriving in Russia and Russian subjects arriving in the United States should be subject to the internal laws and regulations of the respective countries."

"Has Russia treated American citizens of Jewish descent differently in respect to their privileges under the treaty than it has treated American citizens not Hebrew?" was the second question. To this Mons. Kokovtsoff replied:—"Yes, Russia has treated American Jews differently from the very beginning. It has treated them exactly on the same basis as all other foreign Jews, without exception. Nevertheless, not a single civilized country ever disputed the right of another country to define for itself classes of undesirable aliens, because under the principles of international law this right is the absolutely incontestable prerogative of every sovereign power. Guided thereby, the United States established exactly in the same way in immigration acts classes of undesirable aliens, determined by qualifications of an economic, sanitary, social and even religious character. American legislation, for instance, prohibited the entry into the United States of persons belonging to religious bodies tolerating polygamy, whereas Russian legislation does not see any cause for such restriction. Still, as I said, such classes of undesirable aliens are defined for itself by each country."

To a third question, asking if Russia has special reasons for declining against the Premier's reply, Mons. Kokovtsoff answered that proposals for reprisals originated in various quarters, but the government has not yet indicated its attitude thereon. The future course of the whole affair must depend upon the negotiations regarding the basis of a new agreement, and he said that such proposals must come from the American government, as the side which declared abrogation.

As to what Russia attributes the proposal of the United States for abrogation, Mons. Kokovtsoff becomes the diplomatist for the first time and says:—"Only the United States can answer this question. I noted that in a recent speech Mr. Taft or committed himself that he considered the treaty obsolete, wherefore he notified us of its abrogation."

## SEES NO POLITICS IN MR. BRACKETT'S VISIT

Mr. Root Says He Knows Nothing About State Senator's Message About Taft Delegates.

HERALD BUREAU, No. 1,002 H STREET, N. W., WASHINGTON, D. C., Thursday.—Senator Root denied to-day having knowledge of any motive for the visit here to-morrow of Edgar T. Brackett, a New York State Senator and republican, other than the latter's interest in the Root bill for the creation of a new judicial district in New York State.

"Mr. Brackett may be coming to talk to me about this measure. I know of no other reason for his visit, and had not heard before of the report you mention," said Mr. Root.

The story from Albany was that Mr. Brackett was going to extend to President Taft, through Senator Root, the assurance that while the State leaders in New York did not deem it now advisable to go on record for Mr. Taft or commit themselves to an instructed delegation that they might later be for some one else.

The necessity of composing differences in the State organization in anticipation of the State campaign next fall is to be urged by Mr. Brackett. It was said, as a reason why it is now inexpedient to declare for President Taft.

## MR. CHANDLER FEARS DEFEAT.

Thinks Republicans Should Send Uninstructed Delegates to Insure Strong Nominee.

[SPECIAL DESPATCH TO THE HERALD.] CONCORD, N. H., Thursday.—Addressing a letter to republican voters, William E. Chandler, formerly United States Senator, says the party is in great danger of defeat in the next Presidential election, and advises that delegates be sent to the National Convention unpledged and uninstructed.

He says that while "it is the privilege and probably the duty" of President Taft to be a candidate for re-nomination there are others who should be talked of, and he names Senator La Follette, Mr. Roosevelt, Justice Hughes, Senator Cummins and Mr. Fairbanks.

As to Mr. Roosevelt, he says:—"The only viable and operative issue might be that of a third term, and thereafter an imitation of Porfirio Diaz's Mexican method of administering a republic, so-called."

## Pope, Hierarchy, Clergy and Laity Honor Cardinal Farley at Big Functions



① MGR. MICHAEL J. LAVELLE  
② CARDINAL FARLEY  
③ MGR. JOHN EDWARDS

Cable Messages from Rome Read at Solemn Reception in St. Patrick's Cathedral.

### GREAT THROG THERE

Cardinal Gibbons and Many Other Dignitaries Participate in Rare Religious Pageant.

"Prince of the Church, whose head is Christ, the King; To you our hearts are bound by love's sweet cord; For you we pray that gracious Heaven may bring The gift of long, long years to serve the Lord."

This stanza was the keynote of the solemn ecclesiastical reception held for Cardinal Farley in St. Patrick's Cathedral yesterday. The verse is taken from a poem written for the occasion by the Rev. William Livingston, rector of St. Gabriel's Church, and copies were distributed to all of the clergymen present at the ceremony, which probably has never been surpassed for pomp and pageantry at any religious function in this country.

It was the first service ever attended by two American princes of the church. Cardinal Gibbons sat on a specially erected throne of scarlet velvet on one side of the altar and Cardinal Farley occupied his own throne directly opposite. Both wore their scarlet robes and birettas, with deep ermine caps. The two prelates formed a striking contrast, the tall, lithe figure of the Cardinal of Baltimore, with thin face and hardly a gray hair, and the shorter, heavier frame of the Cardinal of New York, with full face and heavy snow white hair.

As the clergy entered the cathedral an orchestra began Mendelssohn's "War March of the Priests" and the chimes of the cathedral rang out loud and clear. More than a thousand persons were in the procession.

First appeared the altar boys, then the four hundred members of the Cardinal's committee of laymen, next the seminarians from Dunwoodie. The diocesan junior clergy preceded the rectors. Then marched the provincials of religious orders. Next walked the monsignors, the seven in the lead being those for whom the cardinal brought titles from Rome last week. More than the purple of their offices.

Twenty bishops in their striking vestments of dark red preceded the officers of the mass, the chief figure being Archbishop Edmund E. Prendergast of Philadelphia, who was the celebrant. His deacons were Mons. John F. Kearney, of Old St. Patrick's Cathedral, and Mons. Henry A. Brann.

Cardinal Gibbons walked at the rear, attended by Mons. John J. Flood, James H. McGee and Charles McCready. There was a pause. All in the procession had reached the chancel. Then appeared Cardinal Farley, who was attended by Mons. Joseph P. Mooney, Michael J. Lavelle and John Edwards and fifty of the color guard of the Knights of Columbus, preceded by candles and cross bearers. The echo of the outside reached the chancel as the Cardinal walked slowly up the aisle.

Cardinal Farley speaks. The Right Rev. Thomas F. Cusack, auxiliary bishop of this diocese, preached the sermon. Mons. Lavelle made a speech on behalf of the clergy and Justice Victor J. Dowling spoke for the laity. Cardinal Farley responded, but was so overcome that his words could be heard only a short distance from the chancel. At times his voice broke. He said, in part:—"For almost fifty years my life has been spent in working for the church and for God. For the last thirty-five years I have prayed and worked by the side of Cardinal Gibbons, for the common cause of humanity and Christianity. I am extremely gratified at the presence here to-day of his exalted person."

"And to you, my clergy, I am grateful. My life for fifty years has been an open book in your midst. I know you and you know me, and the mutual confidence has been irrefragable in the solution of problems. I have been asked what were my plans to elevate myself step by step. I had no plans. My only thought in life has been to do the thing my hand found needed to be done."

"I never looked forward to reward. I never looked across the sea for honors. My elevation was the will and work of God's providence. I sought first and always the Kingdom of God and His justice. All that has come to me has come from God's unbounded love. Whatever inspiration I have had I got from my three predecessors who sleep beneath this altar."

"This function to-day is not for me personally, but for the cause of religion, which my office represents."



CARDINAL GIBBONS AT CATHEDRAL WITH MGR. JAMES J. FLOOD

Cardinal Farley was greeted last night by thousands of representative men and women of this city, among whom were many of other faiths than his, at a reception held for him at the Catholic Club, No. 121 Central Park South.

By his side sat the American primates, Cardinal Gibbons, and there were present the Mayor and many officials of the principality and State. Governor Dix, unable to attend on account of his illness, had prepared a speech, which was read by his military secretary, Commander Bickford C. DeKay.

The staff of the Governor, in full uniform, attended, as well as Major General Charles F. Roe, Brigadier General William Verbeck and many other well known officers of the National Guard.

The red robes of the cardinals, the purple of the monsignors, the insignia of the Papal Knights combined in giving an impressiveness and brilliance to the scene.

The Catholic Club, which is so often referred to by the Cardinal as his right arm, has grace and beauty as well as strength, as was shown by the hundreds of women in handsome gowns who had been invited. The reception was held in the ballroom, which was tastefully decorated in the National colors and also with the white and gold of the see of St. Peter.

The front of the house blazed into light as the Cardinal approached in his carriage, and when he entered the portals the applause disclosed how deep was the affection for him as priest and man.

Cardinal Gibbons, who had come from Baltimore, when called upon to speak declared that greatly as his brother of the Cardinals had been honored, beneath it all was the tribute to the man who was found inside the blushing robes, a man who preferred conscience before expediency and high principles above popularity.

He expressed the hope that Cardinal Farley might long live to inspire by his example the city and the country, and to "wage his good fight against infidelity, atheism, indifference and sedition."

"I certainly esteem it a great honor," said Mayor Gaynor, "to be invited here by the Cardinal to participate in its welcome to the Cardinal on his return home. I saw the procession through the principal streets when he came from the ship, and I am bound to say that never in New York have I seen so large and working a crowd of citizens to witness the arrival of any man here."

"It was glad also to see that there was no distinction among our citizens. Everybody seemed to be glad. Buildings were draped, flags were out and every token of joy and honor seemed to be manifested at that occasion."

"And now here to-night I see the representative people of this city of all walks in life and your guests from all religious beliefs here to do honor, to follow the words of Cardinal Gibbons, to this man, the city and the country, and to 'wage his good fight against infidelity, atheism, indifference and sedition.'"

## DEMANDS LAW TO CURB AUTOMOBILES

National Highway Protective Society Blames Accidents on Many Unlicensed Drivers.

### ARE A MENACE TO CITY

Will Ask for an Ordinance to Amend the Many Defects in Present Callan Statute.

The failure of the Callan Motor Vehicle law to make any provision for the punishment of irresponsible persons, who are neither chauffeurs nor automobile owners, but who persistently run cars at high speed through congested parts of the city, has led to a movement in which the National Highway Protective Society and a number of the city magistrates are taking a leading part. The movement has for its object the passage by the Board of Aldermen of an ordinance which will remedy the defects in the Callan law so far as this city is concerned, but particularly in regard to the class mentioned, to whose operations many of the recent fatalities in the streets of New York are traceable.

At present the owner of an automobile can lend his car to a friend, whether the friend knows anything about running an automobile or not. If this man is arrested for operating without a license he cannot be punished legally. Garage owners and manufacturers make a practice of lending cars to prospective purchasers to practice with, and in this way a flood of inexperienced drivers who are a menace to the community are turned loose on the streets.

"This practice," said Colonel Edward S. Cornell, secretary of the National Highway Protective Society, yesterday, "has become so general that something should be done to end it. The worst offenders are the owners of a number of cars who sell what are called manufacturers' licenses. These licenses can be secured for \$1 a set and may be used on any car. Our investigations show that cars are freely loaned with these license tags on them. There is no greater danger to pedestrians than the operations of these inexperienced men, and yet they can be punished only if they actually become involved in an accident or if arrested for speeding."

A situation has been reached in this city where something must be done. There is an ordinance limiting the speed to eight miles an hour. I am willing to admit that this is scarcely a fair law under present conditions. But it is there and ought to be enforced. If the Aldermen and police don't like the law as it stands let them pass a new ordinance."

"Conditions at present are intolerable. Why do you know that we cannot punish a chauffeur who kills or maims and runs away more severely than one who stops and does the best he can for his victim? There is absolutely no penalty for running away. I talked this matter over with District Attorney Whitman yesterday because of the killing of the Pay boy, and he threw up his hands and frankly said that there was nothing he could do to punish those responsible for this death for running away after the accident."

"The thing is up to the Board of Aldermen, but our experience in trying to get automobile legislation from that body does not encourage us much. We worked for weeks trying to get the Board to pass an anti-smoke ordinance, but couldn't get any satisfaction. Finally, the Health Commissioner added an anti-smoke law to the Sanitary Code, and the seventy men he has engaged in enforcing it. If the Aldermen passed the ordinance every policeman in New York would be working to prevent automobiles smoking."

"Police inactivity is discouraging. Drivers who travel twice as fast as the law permits are not molested. The traffic squad has been cut down nearly thirty per cent, and the old bicycle policemen abolished. We have to depend on motorcycle men entirely now, and there are not nearly enough of them. It was a sad blow to the safety of pedestrians when the bicycle policeman was put out of business. He was the most valuable force for law enforcement that we had. There is nothing to keep after the Aldermen until they take this matter up, and the quickest way to get action out of them is to strictly enforce the present ordinance."

Magistrate Frederic Kernehan, who has considerable experience with law breaking automobile drivers, also said yesterday that the time had come for the Board of Aldermen to replace the present ordinance with something more reasonable.

## CANADA NOW PUSHES WEST INDIAN TREATY

Reciprocity Negotiations Advance Under Guidance of Mr. Foster, Minister of Trade.

[SPECIAL DESPATCH TO THE HERALD.] OTTAWA, Ont., Thursday.—Preliminary steps for a reciprocity treaty between Canada, the West Indies and British Guiana are reported to have progressed favorably, and it is understood Mr. Foster, Minister of Trade and Commerce, has invited delegates from the governments of those islands to visit Ottawa. An agreement is considered likely in the spring. Mr. Foster is prepared to make a generous proposal upon a preferential or reciprocal basis.

While commodities entering into the proposed agreement will be discussed only when a personal conference is held, it is expected Canada would admit free fruits, sugar and tropical products in return for similar tariff treatment by the West Indies and Guiana of foodstuffs and manufactured goods.

The Minister of Trade has expressed the opinion that reciprocity in an ideal form is possible between this country and the West Indies in that the products are wholly dissimilar.

Clifford Finchot will be a speaker at the Canadian Reciprocity Convention here on February 7 and 8.

Charity from Herald Readers. The following gifts have been received by the Herald for the family of Mrs. Tithe Cohen, of No. 925 De Kalb avenue, Brooklyn, the members of which are a destitute family: From "J. L. M.," \$2.50; "S. L.," \$2.50; "H. B.," \$2.50; "E. L.," \$2.50; "M. H. R.," \$2.50; "H. B.," \$2.50; "A. B.," \$2.50; "S. L.," \$2.50; "H. B.," \$2.50; "J. C.," \$2.50. For the family in New Rochelle, whose dog carried the letter of appeal, \$5 has been received from "S. L." and \$3 from "H. B."

## Westchester Commuters Demand Big Cut in Fare

Public Service Commission Hears Complaints of Excessive Rates Against New York Central and Chairman Says Company Is Entitled to Fair Return on Investment.

Public Service Commissioners Stevens and Sague, of the Second district, resumed the hearing in this city yesterday of the suit of Mayor James T. Lennon, of Yonkers, N. Y., against the New York Central and Hudson River Railroad Company for raising passenger rates on suburban traffic, in which the Public Service Commission is asked to establish a "fair and reasonable rate." The last hearing was held in Albany.

The principal witnesses yesterday were George S. Rice and L. E. Veeburg, the latter being general passenger agent of the railroad. A similar action is pending against the New York, New Haven and Hartford Railroad Company, brought by Mayor Flak and others, of Mount Vernon, on behalf of commuters in that vicinity. Mr. Rice, who was a deputy engineer throughout the subway rapid transit construction, was an expert witness for the cases, and was shown to have made the highest single fare rate, the charge to Waverly being thirty-five cents, for a distance of thirteen miles. For a similar distance the lowest fare was on the Staten Island Rapid Transit line, twenty-five cents. The Pennsylvania railroad, which operates the line between New York and Philadelphia, charged the highest rates in two cases, said the witness.

He presented the rates of the twenty-three railways running out of New York city, based on the rates charged between the city and the station nearest to a radius of thirteen and six-tenths miles. The New York Central, while not the lowest in cases, was not shown to have made the highest charges. The Pennsylvania and the Lehigh charged the highest rates in two cases, said the witness.

The Harlem Division of the New York Central, said the witness, charged the highest single fare rate, the charge to Waverly being thirty-five cents, for a distance of thirteen miles. For a similar distance the lowest fare was on the Staten Island Rapid Transit line, twenty-five cents. The Pennsylvania railroad, which operates the line between New York and Philadelphia, charged the highest rates in two cases, said the witness.

Attorneys for the commuters, Joseph Wood and Max Cohen, were surprised when the commission refused to hear them to present the Boston transit problem as comparative evidence in the case.

Boston Rates are Low. Boston now has low rates, and while the New York rates were raising rates those in Boston were making reductions, contended counsel for the commuters, and for that reason furnished good basis for determining reasonable rates on the basis of the New York rates. Mr. Rice

had made blue print charts showing the scientific features of the Boston transit problem as it existed in 1892. Out of his study of the problem in 1892, he testified, came the changes and the present transit system of Boston, and he was prepared to show how rates of fares had been reduced in Boston.

"If you go into the conditions in Boston," said Mr. Stevens, the chairman of the commission, objecting to filing the charts in evidence, "you make this inquiry indeterminate and we will have to try out every feature of the affair. We are trying to keep the record down to reasonable size. The conditions are different in all large cities. You cannot compare Boston with San Francisco, or New York with Chicago. There may be a law in Boston which requires a low rate. Many conditions are involved, and because one road voluntarily may establish a losing rate at one point is no reason why the New York Central should be made to conform to a losing rate."

"Towns must have equal rates and facilities or one will have a great advantage over another, and the other towns and villages will be crushed," protested the commuters' attorneys.

Return on Investment. "A line which costs \$1,000,000 to build must conform to a rate which would give profit to a line which cost only \$300,000 to build is your argument," commented Mr. Stevens.

"Yes; that is what Massachusetts has done." "Well, New York has not done so, and I do not believe New York will ever do so, for my opinion is against it. I grant that under the same conditions and circumstances the rates should be the same, but there are many factors to be taken into consideration. The railways are entitled by law to a reasonable return on their investments."

"That statement will have to be modified some time," commented Mr. Wood.

"What, my statement?" asked Mr. Stevens.

"Yes; in the case of a road built at excessive cost."

"Rates cannot be equal in all cases; I can ride down town for five cents, but if I want to go across town and get a taxi cab, what must I pay?" asked Mr. Stevens.

"God only knows," replied Mr. Wood. "If we cannot make a comparison of rates this investigation may end here."

"You might as well compare the cities of Paris, London, Berlin or St. Petersburg."

"Well, we want to compare Boston, Philadelphia, Baltimore and Washington, but in view of your expression we will not attempt to introduce this chart of Boston rates and conditions."

Mr. Veeburg was present to testify to the schedule of rates put into effect in July, 1910, amounting to twenty to twenty-eight per cent on trip tickets and thirty-two per cent on point-to-point commutation rates.

## CHARGE \$225,000 INSURANCE FRAUD IN THAW BURGLARY

Witnesses Testify in San Francisco of Fire Loss Cheap by Concern in Poughkeepsie.

[SPECIAL DESPATCH TO THE HERALD.] SAN FRANCISCO, Cal., Thursday.—How 104 San Francisco policy holders of the Dutchess Insurance Company of Poughkeepsie were stampeded into accepting thirty cents on the dollar of their 1906 fire losses by agents of the company, who it is alleged, said it was bankrupt, was told today by two of them in depositions taken before Commissioner George J. Prestley for use in the litigation begun in New York to force further payments.

George W. Scott, of Alameda, and Mrs. Mary L. Jackson, of this city, were witnesses.

"They told me that the company would probably go out of business in a day or two," said Mrs. Jackson. "They made me believe it was thirty cents on the dollar then or nothing at all."

The policy holders allege that the Dutchess company went out of business in 1906 and transferred its assets to the Dutchess Fire Insurance Company for the purpose of evading its liability. They charge that instead of being near bankruptcy the company had enough funds on hand to settle almost in full, and that California policy holders were forced to accept thirty cents on the dollar by means of fraud.

The policy holders are demanding further payments amounting \$225,000.

## President of Company Denies Fraud—Is Under Indictment.

[SPECIAL DESPATCH TO THE HERALD.] POUGHKEEPSIE, N. Y., Thursday.—Lewis H. Vail, who was president of the Dutchess Insurance Company at the time of the San Francisco fire in 1906, said to-night that the company adjusted every claim in San Francisco and the policy holders there knew exactly what conditions were when the adjustments were made. He says no fraud was committed.

After the San Francisco fire the Dutchess Insurance Company went out of business and the Dutchess Fire Insurance Company was formed. Mr. Vail was elected president and one of the directors of the old company became directors of the new. An investigation of the affairs of the old company by Mr. Hotchkiss, Superintendent of Insurance, eighteen months ago, resulted in the company's being declared insolvent and the directors being declared delinquent. The jury disagreed, but the indictment still stands.

Trustee, where dwells Palmira Cecconi, the most beautiful woman in all Rome. She has been crowned "Queen of Rome" on account of her beauty. A special story, with illustrations, by the New York Herald's correspondent in Rome in next Sunday's HERALD.

## Mr. Flagler Greets Representatives.

[SPECIAL DESPATCH TO THE HERALD.] PALM BEACH, Fla., Thursday.—Fifty members of the Congressional delegation and representatives of the Army and Navy, who attended the opening of the Key West extension of the Florida East Coast Railway, arrived to-night and were entertained at the Ritz Hotel, after which they were received by Henry M. Flagler at his residence, White Hall. They left Palm Beach late to-night and will reach Washington Saturday morning.

## GIVES HERSELF UP IN THAW BURGLARY

Mrs. Prince, Indicted in \$45,000 Pittsburg Case, Tells Chicago Police She Is Innocent.

CHICAGO, Ill., Thursday.—Mrs. Nellie Prince, under indictment at Pittsburg, Pa., following burglaries in the homes of Mrs. William Thaw, Jr., and Isaac Kaufmann, a wealthy department store owner, surrendered to the Chicago police to-day. About \$45,000 was taken by the burglars. The police here had been searching for the woman for several days on information sent from Pittsburg. When she gave herself up she declared that she was innocent of the charge against her. She was locked up pending the arrival of extradition papers.

## Mystery Surrounds Return of \$35,000 of Plunder to Mrs. Thaw.

PITTSBURG, Pa., Thursday.—The homes of Mrs. William Thaw, Jr., and Isaac Kaufmann of this city, were ransacked in January, 1909, during the dinner hour. The robbers gained entrance through second floor window. From the Thaw home jewelry and cash were stolen, valued at \$35,000. From the Kaufmann home \$10,000 worth of jewels and furs disappeared from the Kaufmann home. Unusual features characterized the Thaw robbery. A short time ago the jewels were returned without so much as a telephon message from the collection. The details of the return were never made public, but a story to the effect that Mrs. Thaw had paid \$30,000 for their return was never affirmed or denied.

On January 16 last secret indictments were returned by the Grand Jury against Mrs. Nellie Prince, Harry Robinson, "Joe" Birtch and George Blissett, all of Chicago. Robinson is said to be serving a sentence of twenty years in the Stillwater, Minn., penitentiary.

Hunting the Wolf. A new sport for hardy Americans is hunting wolves on snowshoes. A thrilling illustrated story in next Sunday's NEW YORK HERALD.

## SPECIAL NOTICES.

### The Value of Fire-Safe Design

BY its concentration on fireproof design for buildings, as well as upon the improvement of non-combustible building materials, the National Fire Proofing Company has greatly influenced the development of fireproof architecture in America.

The ease by which interior conflagrations are isolated and controlled in modern structures is chiefly due to the influence this Company has had upon American building methods and—the use of its materials.

"The Seal of Fire Safety" marks the use of methods and materials of the

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